

## Midtown Neighborhoods Plan

## Land Use Plan

The Land Use Plan identifies the preferred land development pattern for the Midtown Neighborhoods. The location of different land uses is based on existing land uses, community discussions and policies from the City's Master Plan. The Land Use Plan indicates how vacant and occupied parcels should be developed in the future. Each land use classification is described in the following table.

After City Council approval of the Midtown Neighborhoods Plan, the Planning Department will consult the Land Use Plan as a guide for developing staff recommendations on individual zoning cases.

## Land Use Classifications Description

### Low-Density Residential



Low-Density Residential uses include single-family houses on individual lots. Low-Density Residential uses also can include a limited number of duplexes and granny flats or garage apartments. For example, a single-family house with a garage apartment is allowed under this category. A duplex also is acceptable. However, a duplex and a granny flat on one lot is not considered to be a Low-Density Residential use.



One of the neighborhoods' highest priorities is to conserve the existing housing stock. The neighborhoods also recognize and appreciate the varying densities found in their residential areas. In recognition of the varying residential densities, the neighborhoods would like to see the structures built as multi-family housing continue in this use, even when located within a Low-Density Residential area. However, if a structure was built as a single-family house and currently is used as a multi-family structure, the neighborhoods' highest preference is for the house to return to single-family use when located within the Low-Density Residential classification. If returning the structure to a single-family use is infeasible, the neighborhoods would support a reduction in density. For example, if a property owner finds it infeasible to convert a four-unit structure into a single-family dwelling, the neighborhood would support reducing the density to a duplex.

## Medium-Density Residential



Medium-Density Residential uses include three-and four-unit family dwellings and townhouses. Low-Density Residential uses also can be found within this classification.

In areas identified as Medium-Density Residential, the neighborhoods support additional density in the larger structures while conserving the existing housing stock and maintaining the buildings' architectural character. For example, maintaining one doorway on the primary façade would be one way of maintaining the architectural character of a building.

## High-Density Residential



High-Density Residential uses include apartments with five or greater units. Medium and Low-Density Residential uses also can be found within this classification.

In areas identified as allowing High-Density Residential uses (see Mixed-Use, Mixed-Use Nodes, and Transit-Oriented Development Nodes), the neighborhoods support additional density in the larger structures while conserving the existing housing stock and maintaining the buildings' architectural character. For example, maintaining one doorway on the primary façade would be one way of maintaining the architectural character of an existing building.

## Neighborhood Commercial



Neighborhood Commercial includes low-impact convenience retail or service uses, generally serving the neighborhood area, as well as Medium-Density Residential uses. Retail uses could include gift shops, delis, beauty parlors, antique stores, small neighborhood groceries or markets, restaurants that serve alcohol, coffee shops, and live/work units. Service uses could include shoe repair shops, dry cleaners and doctors offices. Residential uses include multi-family housing such as duplexes, three-to-four-unit family dwellings, small apartments or townhouses.

The neighborhoods encourage the use or adaptive use of existing commercial or residential structures in areas identified for Neighborhood Commercial development while maintaining the buildings' architectural character. For example, a single-family house in the Neighborhood Commercial area could be adapted into a coffee shop while maintaining the house's architectural features. Businesses are encouraged to utilize on-street parking and/or parking in the rear of the establishment. The neighborhoods also encourage mixed-use buildings where the first floor is used for retail or service businesses and the second/upper floor(s) is used for residences.

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## Mixed-Use

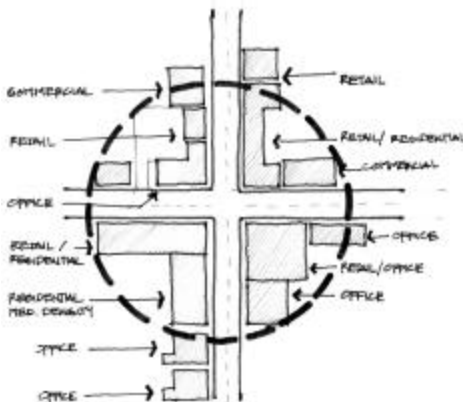


This classification includes a mix of land uses such as Neighborhood Commercial, Medium-Density Residential, and High-Density Residential. Commercial development, potentially at a higher intensity than found in the Neighborhood Commercial classification, would be the most common land use. This classification calls for the development of design guidelines to encourage safe, attractive and pedestrian-friendly environments, pedestrian linkages to surrounding areas, and options for easy travel by foot, bike or transit.



The neighborhoods support the use or adaptive use of existing commercial or residential areas identified for Mixed-Use development while maintaining the buildings' architectural character. Businesses are encouraged to utilize on-street parking and/or parking in the rear of the establishment. The neighborhoods also encourage mixed-use buildings where the first floor is used for retail or service businesses and the second/upper floor(s) is used for residences.

## Mixed-Use Node



The Mixed-Use Node includes all of the uses mentioned in the Mixed-Use category. The Nodes should have a higher density of commercial and retail uses than the Mixed-Use category. The Mixed-Use Node should serve as a center of activity.

The neighborhoods support the use or adaptive use of existing commercial or residential structures in areas identified for Mixed-Use Nodal development while maintaining the buildings' architectural character. Businesses are encouraged to utilize on-street parking and/or parking in the rear of the establishment. The neighborhoods also encourage mixed-use buildings where the first floor is used for retail or service businesses and the second/upper floor(s) is used for residences.

## Transit-Oriented Development (TOD) Node



Transit-Oriented Development includes higher density and higher intensity land uses located within a focused distance of a transit stop. TOD includes the mix of uses described in the Mixed-Use Node classification, including commercial, retail, residential and civic uses at a higher density. The uses should be most intense, dense and concentrated at the transit stop or the center of the node. Uses should decrease in density as you travel towards the edge of the node. The edge of the node should include development, such as townhouses, which buffer the adjacent land uses. Transit-Oriented Development also includes urban design guidelines to encourage safe, attractive and pedestrian-friendly environments, pedestrian linkages to surrounding areas, and options for easy travel by foot, bike or transit.

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Transit-Oriented Development (TOD) Node *(continued)*



The neighborhoods support the use or adaptive use of existing commercial or residential structures in areas identified for Transit-Oriented Development while maintaining the buildings' architectural character. However, in order to encourage a more intense development pattern in the TOD Nodes, the neighborhoods are willing to consider moving existing residential structures out of the Node and into the Low-Density Residential, Medium-Density Residential, Neighborhood Commercial or Mixed-Use areas. The neighborhoods would like to retain the existing commercial buildings in their current location.

A maximum number of parking spaces should be defined for the TOD Nodes. Incentives should be developed to encourage a reduced number of parking spaces and the development of mixed-use parking structures with active first floors rather than surface parking lots. Examples of mixed-use parking structures include retail businesses on the first floor and parking above or apartment buildings where the parking is located in the interior of the building and the housing units are located on the exterior. Consider allowing as few as zero parking spaces if light rail is developed. Encourage businesses to develop shared parking strategies.

A maximum setback or build-to line should be developed for the TOD Nodes. The neighborhoods also encourage mixed-use buildings where the first floor is used for retail or service businesses and the second/upper floor(s) is used for residences.

If light rail is funded, the neighborhoods anticipate a larger and more intense development node. Without the funding of light rail, the neighborhoods continue to anticipate transit-oriented development related to the existing bus services. Because fewer persons will ride the bus as compared to the number of passengers anticipated with light rail, the neighborhood anticipates the development of a smaller and less intense node related to the existing bus service.

Light Industrial	Light Industrial areas include general manufacturing, wholesaling, warehousing, and research and development uses. Light Industrial uses are encouraged to provide buffering or screening to differing adjacent uses.
Public/Institutional	Public, quasi-public and institutional uses, such as schools.
Parks/Open Space	Parks, recreational lands or open spaces that are identified for active use or passive enjoyment.

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## Land Use Concepts

Low-Density Residential uses are found throughout the community. Medium-Density Residential uses are found along arterials or streets that carry the majority of the neighborhoods' traffic. The neighborhoods place a strong emphasis on conserving the existing housing stock.

Neighborhood Commercial, Mixed-use and Mixed-Use Nodes also are found along the neighborhoods' arterials. Transit-Oriented Development Nodes are located at the San Pedro/Hildebrand/railroad tracks and the Fredericksburg Road/railroad tracks intersections. Some of the neighborhoods' commercial centers are described in further detail below.

- Ashby/Flores area (near San Pedro Park) – Promote preservation, restoration and, potentially, adaptive use of the shotgun houses found in the area. Encourage low density commercial uses, medium-to-high-density residential uses, restaurants and coffee shops.
- Blanco (between Summit to Hildebrand) – Develop as a mixed-use commercial center. Discourage stand alone bars. Encourage lower density and less intense commercial uses south of Agnes Cotton ES such as coffee shops located in the existing residential structures. Identify land for the development of a plaza near Agnes Cotton ES to serve as a community gathering center.
- Fredericksburg Road – Develop as a mixed-use commercial center. Landscape and enhance the area's pocket parks as gathering spaces for customers and residents. Revitalize and restore the area's existing commercial structures.
- San Pedro (north of San Pedro Park and south of Mark Twain MS) – Develop as a mixed-use commercial center with an emphasis on office uses. Discourage stand alone bars.
- Hildebrand – Develop as an antiques and arts district. Use banners or flags to identify antiques or arts merchants. Encourage unique landscaping and lighting.
- Bed & Breakfasts – Bed & Breakfasts are an appropriate use in any of the land use categories as long as the business 1) does not negatively impact the architectural integrity of the home, 2) develops provisions to ensure that if the business fails, the housing unit will revert to a lower density use, 3) provides adequate on-site parking, and 4) operates under a zoning category which is compatible with surrounding properties.



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